METRO SCHEDULE

J

SATURDAY

Leave	First Car	Last Car
Embarcadero	5:53	12:27
30th & Church	5:48	12:22

Approximate Frequency 15 minutes

SUNDAY

Leave	First Car	Last Car
Embarcadero	9:06	12:27
30th & Church	8:41	12:22

Approximate Frequency 20 minutes

K

SATURDAY

Leave	First Car	Last Car
Embarcadero	6:00	12:43
Balboa Park	5:25	11:56 PM

Approximate Frequency 15 minutes

SUNDAY

Leave	First Car	Last Car
Embarcadero	9:04	12:43
Balboa Park	8:35	11:56 PM

Approximate Frequency 15 minutes

L

SATURDAY

Leave	First Car	Last Car
Embarcadero	5:46	12:20
Zoo	5:32	11:47 PM

Approximate Frequency 12 minutes

SUNDAY

Leave	First Car	Last Car
Embarcadero	9:12	12:20
Zoo	8:57	11:47 PM

Approximate Frequency 15 minutes

M

SATURDAY

Leave	First Car	Last Car
Embarcadero	5:50	12:37
Balboa Park	5:39	11:58 PM

Approximate Frequency 15 minutes

SUNDAY

Leave	First Car	Last Car
Embarcadero	9:10	12:37
Balboa Park	8:56	11:58 PM

Approximate Frequency 15 minutes

N

SATURDAY

Leave	First Car	Last Car
Embarcadero	5:48	12:24
48 & Judah	5:18	12:06

Approximate Frequency 10 minutes

SUNDAY

Leave	First Car	Last Car
Embarcadero	9:08	12:24
48 & Judah	8:31	12:06

Approximate Frequency 15 minutes

All Times Are AM
Except Where Noted as PM.

Prepared by San Francisco Municipal Railway

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7-DAY METRO SERVICE

Metro patrons! Thank you for your patience! From November 20, 1982, the Muni Metro operates every day, including Saturday and Sunday. Weekend daytime Motor Coach operation on the surface of Market Street no longer runs, and all passengers board in the Metro stations. All five rail lines, including the M Ocean View, operate to and from Embarcadero Station via the regular Metro routes. (For Transbay Terminal, transfer at Montgomery for 5 Fulton or 6 Parnassus.)

At other times, motor coaches will continue to provide the service, stopping at the islands on the surface of Market Street as before. Occasionally, because of construction projects, motor coaches may replace Metro service. When this occurs, the surface route via Market Street to Transbay Terminal is used. Public notices will precede any such temporary service change.

Owl motor coach service (from 12:30 AM to 5 AM) is unchanged. J and N coaches operate to the Ferry, and K and L coaches run to Transbay Terminal.

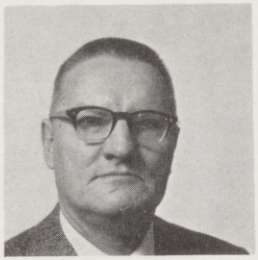
On Sunday mornings from 5 to 9 AM, rail service operates west of West Portal, and passengers transfer to motor coaches at West Portal for downtown travel. Through rail service begins at 9 AM on Sunday, and continues until 12:30 AM the following morning.

Temporarily, the K line continues to be operated with motor coaches on Saturday and Sunday because of work being done on the rails along Ocean Avenue. K-line motor coaches operate from Plymouth and Broad Streets via Balboa Park Station to West Portal, and passengers transfer there to and from L or M cars for downtown service. Weekend K-line Metro service will run on Thanksgiving, Christmas, and New Year's weekends, and will become regular by February 1983.

Metro Update

February 1980 saw the beginning of Metro service when the N Judah line began running in the newly-opened tunnel under Market Street. Subsequently, Metro service was phased in line by line through June 1981, when the J Church joined the other lines—and all weekday service operated via the Metro. The old PCC cars continued to cover the service on weekends and holidays, and during the summers of 1981 and 1982, Muni ran service with vintage streetcars from 1912 and 1923. The PCC cars were retired in September, and some have been stored for possible use on a new Embarcadero service. The City and County of San Francisco has committed to making major investments in capital projects in order to continue improving service. Muni Metro, which represents an investment of over $330 million, transports approximately 125,000 riders per day, nearly double the number carried on the same five lines before Metro service was inaugurated. This figure continues to climb slowly, and to meet the increased demand, Muni will acquire 30 more LRV cars (Light Rail Vehicles) at a cost of $23 million between April 1983 and February 1984. The old Geneva Car Barn will soon see an $8 million rebuilding to house this new equipment, and a $4 million administrative annex with an electronics shop will be built within the Metro Center. These improvements will allow Muni to handle the rising number of riders, and will assure the future of the Metro system.

A Word From The New General Manager



It is my pleasure to be joining Muni at the time when Metro service is being expanded to full seven-day operation. This final step in opening the system brings San Francisco into line with the other major transit networks in the United States.

Muni's operation includes rail, trolley coaches, and motor coaches, and offers San Franciscans the best service on the most intense transit operation in the country.

I am a Muni rider, and use the system regularly. I have been in the transit industry for 25 years, working both in Pittsburgh and Chicago; and I now look forward to the opportunity of improving and expanding Muni's service and operations.

Harold Geissenheimer
General Manager
San Francisco Municipal Railway